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Hongkong, 22nd June, 1908

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DEATHS.

On 10th May 1908, at Dundee, Scotland, Jane,
the dearly beloved mother of J. J. BLAKE. Age
84 years.On the 17th May, at Sekondi, West Coast of
Africa, WILLIAM CHARLES BLAKE, late J.M.
Cameron and Co. City Engineer brother of J. J. BLAKE.
Age 43 years. North China papers please copy.On Wednesday, June 24th, at Quarry Bay
Hongkong, HARRY, son of Mr. and Mrs. ARNOLD
Nilsen, aged 18 months.HONGKONG OFFICE: 10A, DES VOEUX ROAD C.
LONDON OFFICE: 131, FLEET STREET E.C.

The Daily Press.

HONGKONG, JUNE 25th, 1908.

A book that cannot be ignored by any who
are interested in China is the voluminous
"Life of Sir HALLIDAY MACARTNEY," by
DEMERIUS C. BOULGER, published by
METHUEN & CO. at a guinea. We notice
that various critics have various opinions, not
only of the book, but of the man of whom
it speaks. The Times says that Macartney
was an interesting but not an impressive or
dominating figure in the occasional diplomatic
controversies between China and European
nations from the late seventies onwards. He
had some exciting experiences in the Taping
Rebellion, and he founded the first Chinese
arsenal. As the adviser of successive Chinese
Ministers in England he played a useful but
unobtrusive part in various international
negotiations; yet only two of these, the Kuldja
dispute and the war with France about Peking,
were of large importance. Many a
diplomatist who has not risen above secretarial
work has dealt with greater things, and yet
failed to find a biographer. If Mr. Boulger's
book is produced primarily as a last tribute of
respect to the memory of an old and valued
friend, much must be forgiven him; but we find
it hard to excuse the trivialities with which the
work is cumbered. There can be no permanent
value in page after page of Sir Halliday's
business memoranda about purchases of iron
and wood and sheet copper for the arsenal, or
his observations on the internal management of
that curious enterprise.

Another critic says these letters relating
to the supply of materials to the Chinese
arsenal are "utterly unnecessary." If ever
there should be a discussion of the "com-

mercial morality" of old-time Shanghai-
landers, after the manner of that to which
the Japanese were recently treated, perhaps
these letters might be admitted as evidence.
There is a good deal of matter in the book
which, while not absorbingly interesting at
the time, is worth preservation as material
for some future historian of foreign relations
with China. We are at present, however,
too near in point of time to the notors and
the notions, and comments now can scarcely
avoid wounding somebody or other. We
are so far in agreement with the Times
that we do not regard MACARTNEY as a fit
object for hero-worship. But then, bio-
graphy need not be that to be interesting.
PEPYS was no hero, but he is well worth
study, and speaking broadly MACARTNEY
offers similar fascinations. Mr. Boulger
introduces to us a man who was frankly
obsessed by the idea of making his way in
life, of prospering personally, and at the
same time we are bound to admit that while
he served the Chinese chiefly for his own
glory and reward, he served them at all
times faithfully and honestly. He made no
pretence of working altruistically for the
good of China, but the absence of foreign
applause at times was sufficient evidence
that performance was there without pro-
fession. We do not think we need follow
Mr. Boulger's outline of his subject's life.
The main facts are sufficiently well known
on this side of the world.

When he entered Chinese employ, he hoped
to reach high places at Peking, and to become
an unsexed power behind the Throne; but the
aspiration was only partially realised, and Mr.
Boulger makes it clear that he was never very
generously treated by the Chinese. He was at
first secretary to the reckless American Bar-
gervine, who commanded the Ever Victorious
Army. Bargervine quarrelled with him, as he
did with every one, and even threatened to
court-martial him; but Macartney had a high
opinion of his chief's capacity, and perhaps
history has not quite done justice to that stormy
adventurer. The episode of the murder of a
Wang, the leader of the Taipings, by Li
Huang Chang is dealt with at length by Mr.
Boulger, who is well qualified to discuss it. He
does not say, as others have said, that Gordon
in his furious indignation at Huang Chang's trea-
son started out to shoot him with a revolver;
but he shows us both the nobled and the extremely
impetuous and impracticable sides of Gordon's
character. Gordon wrote to Li to say that if
he did not at once resign his office he would
attack the imperialists, retake all the cities
captured by the Ever Victorious Army, and
hand them back to the Taipings. He even
condemned Macartney, in quite unwarrantable
terms, in an official dispatch, because he tried
to play the part of peacemaker; but with
characteristic generosity he afterwards made
handsome amends in public, and his letters show
that he manifestly had a strong belief in
Macartney's ability.

The part of the book which has most
interested us happens to be the part dealing
with MACARTNEY's relations with Gordon,
and to us it offers a striking confirmation
of Lord Cromer's recent estimate of that
popular hero's character.

There were seventeen plague cases yesterday,
making 870 at date.

A certain wise man refused to subscribe to
any missionary society other than the Patagonia
mission. Asked why, he said, "Because they
tell me the Patagonians eat all missionaries."

An inquiry was conducted at the Magistracy
yesterday by Mr. J. H. Kemp into the circum-
stances of the death of Eric Nielson, a Swede,
who died during detention in Victoria Goal.
The jury returned a verdict of death from
natural causes.

Messrs E. S. Kadoorie & Co. are in receipt of
telegraphic advice from Singapore informing
them that the result of the crushing of the Reib
Australian Gold Mining Co. Ltd. for the past
period of four weeks, yielded 995 ozs gold, from
5722 tons stone.

With commendable rapidity the management
of the Hongkong and Shanghai Banking
Corporation issued the whole of the allotment
letters in regard to the Chinese Ningpo Railway
loan for £1,500,000. The issue must have been
very largely over-subscribed, as applicants for
amounts over £1000 received only 10 per cent.
of the amount applied for. Subscriptions of
£100 and up to £500 received an allotment of
£100 and those from £500 to £1000 an allotment
of £200.

On Saturday, May 23rd, a member of the
"Hongkong Daily Press" London staff had the
pleasure of attending the Empire Concert at
the Royal Albert Hall. The concert, which was
arranged by Dr. Charles Harris of Montreal,
was a great success. For this festival enter-
tainment an excellent array of British-born
artists has been engaged including Miss Alys
Bateman, Madame Ada Crossley, Miss Alys
Santley, Mr. Ben Davis. The one disappoint-
ment was the absence of Madame Albani who
owing to an attack of hoarseness found it im-
possible to fulfil her engagement. Several new
compositions were performed, the most notable
being a stirring "Empire Song" for chorus,
written by Sir Alexander Mackenzie. This im-
pressive setting of a poem by Shapcott Wemyss
was spiritedly rendered by the Royal Choral
Society, and the composer, who conducted, was
enthusiastically cheered at the close. Sir Charles
Santley also came forward as a composer on
this occasion, and was heard in his "Son of the
Ocean Isle" a setting of Mrs. Hemans' verse.
Among the other contributors to the entertain-
ment were Miss Kathleen Parlow, the talented
Canadian violinist, Miss Ada Forrest, represent-
ing South Africa, and India was represented
by another gifted vocalist, Miss Irene Strauss,
a native of Calcutta.

The Chinaman who was charged with the
embodiment of money belonging to the com-
pradors of the Netherlands Bank was yesterday
sentenced to six weeks' imprisonment. The
guarantor paid the deficiency.

The prosecution concluded their case yester-
day against the two men who were charged
with the death of a man who was said to have
been pushed over a verandah in Des Voeux
Road, and Mr. J. H. Kemp committed the
prisoners for trial.

A man named Waterbury, who was arrested
by the police on the complaint of Mrs. Rodgers,
30 Queen's Road East for having created a dis-
turbance at the door of her residence early yester-
day morning and was liberated on bail failed
to appear at the Magistracy and his bail of \$10
was forfeited.

The revenue account and balance sheet of the
Aachen and Munich Fire Company for the year
1907 has reached us. The production shows
that the steady progress of previous years has
been maintained. The total net income was
£758,164 comprising premiums £719,582,
interest receipts £37,774 and difference in
exchange £203. The net losses were £339,498,
being 47.2 per cent. of the premium income and
the expenses, inclusive of commission, taxes
and all other charges, amounted to £221,264 or
30.7 per cent, thus leaving a surplus of £158,820
or 22.1 per cent. Inclusive of interest receipts,
the total surplus amounted to £197,402 of which
£12,639 has been added to premium reserve and
£18,001 applied in writing down book value of
securities. The profit remaining, amounting to
£165,762, has been appropriated as follows:
dividend at the rate of 75 per cent. on paid up
capital, £67,500; tantum, £2,761; to divid-
end reserve, £30,000; proportion of profit
appropriated for works of public utility in
conformity with the company's statutes,
£24,345; to staff pension and widows' funds,
£2,000; balance carried forward, £20,153; total
£165,762. The local agents are Messrs. Reuter,
Brookmann and Company.

SUPREME COURT.

Wednesday 24th June

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE
(SIR FRANCIS PIGOTT).

ACTION TO RESTRAIN AN ADMINISTRATOR.
To Kan, a widow, 22 Cairns Road, brought
an action to restrain H. Percy Smith, adminis-
trator of the estate of the late Tong Ping E,
from declaring that 260 shares in the Central
Stores, Limited, did not form part of the estate
and an injunction restraining defendant from
representing to the directors thereof that the
said shares were part of the estate, and that
the accounts of the dividend and interests be
made up and paid to the plaintiff.

Mr. Slade, instructed by Mr. P. M. Hodgson,
appeared for the plaintiff and the administrator
was represented by the Hon. Mr. H. E. Pollock,
K.C., instructed by Mr. Crowther Smith.

Mr. Slade explained that the Central Stores
were national. They were entitled to retain
certain money in respect of calls due. Proceed-
ing, he said that he would prove that the
deceased Tong Ping E lived with the plaintiff,
his second concubine, for 20 years and about ten
months or so before his death he gave her those
shares for her maintenance and executed the
transfer, making a good execution. She kept
the shares in her possession for some time but
prior to his death she went up to Shanghai
leaving the shares in his charge as certain calls
fell due. He went into the country and shortly
afterwards died. On hearing of his death she
went into the country and saw the other wives
who knew of this transaction, as none of his
property in the country was left to her in view
of the provision he had already made for her
with regard to those shares. She returned to
Hongkong and took her certificates to Messrs.
Ewens and Harston and the shares were sent for
registration but were refused. About this time
a family meeting in accordance with Chinese
custom took place at the home of the deceased
in the country and a divisional paper was drawn
up showing the allocation of the deceased's prop-
erty among the various members of the family.
There were three sons, infants, and copies of the
paper were given to their mothers to hold.

Mr. Pollock—Surely my Lord that cannot be
relevant?

Mr. Slade—I shall show you very clearly how
it is relevant.

Mr. Pollock—There was a family agreement?

Mr. Slade—Yes, there was a division of the
property among the members of the family. It
was done in the most formal way in the pre-
sence of the elders of the clan.

Mr. Pollock—I must formally take objection
to all this. This family agreement is not
pleaded. She pleads her title, that the shares
were a gift to her.

The Chief Justice—As the question of gift
may be at issue I cannot exclude it at this
stage.

Mr. Slade—The deceased had left instruction
as to the division of his property.

Mr. Pollock—That also I object to as not
being evidence.

Mr. Slade—The administrator cannot put
himself in a better position. I submit that a
statement made by a man is evidence against
himself. It is evidence against his person
representative.

His Lordship—What attitude does the
administrator take up—not hostile?

Mr. Pollock—No. We require the trans-
action to be proved. It is obvious that the only
transfer of any validity would be the transfer to
her name in the books of the company.

Mr. Slade went out to explain that the will of
the deceased provided for all the other members
of the family and there was no mention of this
family and there was no mention of this
property. They were known to the family to
belong to the plaintiff.

The hearing was adjourned.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

FIGHTING IN PERSIA.

LONDON, June 24th.

The Turko-Persian situation has
become serious. The Shah's troops
bombed the Parliament building
and street fighting ensued, in which
800 were killed.

AMERICA AND VENEZUELA.

LONDON, June 24th.

Diplomatic relations between the
United States and Venezuela have
been suspended.

[REUTER'S SERVICE.]

CHINESE SEAMEN IN THE
UNITED KINGDOM.

LONDON, June 22nd.

The language regulations in reference to
Chinese seamen referred to by Mr. Churchill
on the 13th instant, have been issued, and
the Board of Trade is communicating with
the Colonial Office in reference to facilities
for providing natives of the Colonies and
protectors, especially the Straits and
Hongkong, with birth certificates.

RUSSIA.

LONDON, June 22nd.

St. Petersburg reports that the Finance
Committee of the Council of the Empire
have re-inserted in the budget, the credit of
eleven million roubles for new battleships
originally rejected by the Duma.

A NEW STEAMSHIP SERVICE.

LONDON, June 22nd.

Victoria and New South Wales are about
to invite tenders for a steamship service to
Shanghai.

THE MACEDONIAN QUESTION.

LONDON, June 22nd.

Sir Edward Grey, replying to Mr. H. F.
Lynch, Liberal Member for Ripon, said
that Great Britain and Russia are in agree-
ment on the question of Macedonian affairs,
but that the other powers had not yet been
convinced.

ANOTHER BOMB OUTRAGE
IN INDIA.

LONDON, June 22nd.

Bombs thrown at an East Bengal train
near Barmpoor, wrecked a compartment,
and grievously injured the occupants, in-
cluding two Europeans.

AN ABSENT JUROR.

Yesterday afternoon William W. Wilson
failed to attend as a jurymen at an inquest
at the Magistracy, and Mr. J. H. Kemp, the
Magistrate, in issuing a summons against him,
said that was the third time such a thing had
happened during the last few weeks and unless
Mr. Wilson apologized the same day, or gave
some satisfactory excuse for his absence, a
heavy fine would have to be imposed.

THE TAIKOO DOCKYARD.

The Taikeo Dockyard and Engineering Co.
of Hongkong, registered in London on May
23rd with a capital of £250,000 in shares of
£100 each.

The objects of the company are to adopt an
agreement with John Swire and Sons, and to
carry on at Hongkong the business of dock-
owners, mechanical and marine engineers.

The signatories are:—Sir Edwin D. Law-
rance, Bart., 13, Carlton House Terrace, S.W.
R. D. Holt, 1, India-buildings, Liverpool; C. C.
Scott, Greenock; W. J. Thompson, 35, Minster-
in, E.C.; John Swire, 8, Billiter-square, E.C.;
G. Warren Swire, 3, Billiter-square, E.C.;
H. Scott, 3, Billiter-square, E.C., each of whom
takes one share.

There is no initial public issue. Messrs.
John Swire and Sons, of London, are general
managers, and Butterfield and Swire are agents
in Hongkong. The registered office of the
company is at 8, Billiter-square, E.C.

WEST RIVER FLOODS.

REQUEST FOR RELIEF.

The charitable institutions and the Chinese
Chamber of Commerce of Canton have sent
three urgent wires to the Tung Wah Hospital
of Hongkong requesting the latter institution
to issue appeals to the Chinese abroad for
pecuniary assistance and to co-operate in the
immediate relief of the sufferers from the
calamitous inundation caused by the recent
rains throughout the valleys of the north and
west rivers. A meeting of the leading Chinese
was called at the Tung Wah Hospital on
Tuesday night to collect subscriptions to be
remitted to Canton. At the request of the
charitable institution of Canton, a large quan-
tity of business was sent up by the 10 o'clock
boat on Tuesday night and the Tung Wah
Hospital remitted \$10,000 from a reserve fund
to the relief party. It is reported by the
Chinese who have returned to the Colony that
the suffering in the flooded districts on the
present occasion is much more serious and
distressing than what has previously been
experienced.

A prisoner is reported to have escaped from
Victoria Gaol on Monday. It is believed that
he succeeded in dressing himself as an earth
coolie, and so made his way out.

Mr. J. H. Kemp, First Police Magistrate, will
address a few valedictory remarks to Inspector
W. Warrack, who has just retired on pension
from the Police Force, at the Magistracy on
Friday morning.

HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENTS.)

SHIPPING RINGS.

London, May 22.

The Royal Commission on Shipping Rings
or Conferences has resumed its public sittings
on Tuesday Sir Thomas Sutherland of the
P. & O. Company was the principal witness
and put forward extensive evidence on behalf of
the shipowners on the Eastern route. He made
out a strong case from the owners' point of
view and contended that his company, with
interests consisting of 400,000 tons of steam-
shipping, made an average dividend of 9 per
cent, which was moderate, and was really
reduced to 7 per cent. when insurance
losses were taken into account and so forth.
He went through the shipping
history of the last 30 years and showed
how the Company's mail services to the East
had been rapidly accelerated and increased,
while it was now receiving a quarter of a million
less in subsidy than was paid for the slower and
more limited service in years gone by. From
that he argued the public had gained through
the operation of the conference so far as the
mail service was concerned and he was sure
even the moderate profit mentioned could only
be earned by co-operation among shipowners.
The goods traffic was the most important part
of the revenue, being six times the amount of the
subsidy, but this revenue could not be earned
without the conference agreements, of which a
rate system was the corner stone. He con-
tended that on the whole the conference system
had worked well and had been advantageous to
commerce; and he believed the Royal Com-
mission would not have come about but for the
trouble among the South African companies.

Sir Thomas went on to say that some mer-
chants wanted everything their own way, and
wanted to patronise any casual opposition that
came to the detriment of the all-the-year-round
shipping, and at the same time wanted to
secure the conference rebate. This was ridi-
culous and impossible, and it did not follow that
the merchants were gainers through the
disturbance.

He claimed that the growth of the Suez
Canal traffic from 5,300,000 tons in 1884 to
14,738,000 tons last year was another proof
of the good work of the conference, for the
impetus given to the construction and employ-
ment of improved fleets with regular and rapid
services had been most important in the de-
velopment of Far Eastern trade. He pointed to
the new foreign lines springing up to
compete with British shipowners and said
it was notorious so far as the East was con-
cerned that continental ports and foreign ships
under the encouragement direct and indirect of
their governments, were taking a more con-
siderable share of trade every year, and he
made a strong plea against any interference
with the liberty of British shipping enterprise.
Finally he declared that the conference lines
had shown exceptional enterprise "in catering
for various trades and had neither charged
unfair rates nor sought unreasonable profits."

In reply to questions, Sir Thomas denied
that the rates from Antwerp to Sydney were
lower than from London to Sydney. He
admitted that the conference thought of them-
selves first but he considered they added, as
an afterthought, "we are all philanthropists
more or less." He contended that the most
useful vessels during the South African war
were from a transport point of view were the
vessels of about fourteen knots with moderate
passenger accommodation and it would be a
pity to discourage the construction of
vessels of that kind, which were best
maintained by the conference. He looked
forward to the time when the outward and home-
ward trade from Australia would be done by
regular conference lines. In reply to a question
as to what difference there was between such a
monopoly and a railway monopoly Sir Thom-
as said: "We poor shipowners have not the benefit
of Act of Parliament and anyway a monopoly
created by Act of Parliament is very different
from one voluntarily created and only existing
by co-operation between the parties concerned."

All combinations must be voluntary, and he
denied whether associations of merchants had
been of assistance in bringing about harmoni-
ous relations.

NEWS OF AN OLD FRIEND.

Your old Governor, Sir Matthew Nathan,
has been conspicuous in print this week as the
distributor of the first instalment of the medals
for the native rebellion in Natal to the Mil-
lita-Over 9,000 of these medals have been issued
for services in connection with the late
rising, a large proportion going to natives,
while a number of distinguished officers are
also recipients.

CHINESE CREWS.

The signing on of Chinese crews on the
steamers "Strathness" and "Zambesi" on Sat-
urday and Sunday began a run of trouble at the
London docks, and in the end the unemployed
European sailors carried the day, for the en-
gagements of the Chinese were cancelled and
white men taken on instead. The whole busi-
ness is likely to emphasise the need for the pro-
posed enquiry spoken of by Mr. Lloyd George
before he gave up his portfolio at the Board of
Trade, and Mr. Churchill has renewed the prom-
ise as a result of further interrogations by
Mr. Havelock Wilson. Mr. Wilson aims it all
up as the result of a convenient habit on the
part of the Chinese of losing their birth place
and their old discharge papers and being born
again in Hongkong in order to avoid the bor-
nagain test. "He is extremely active just now in
fighting the case on behalf of the men who are
unemployed in London, Glasgow and Cardiff
and will not let the matter drop. There is a
certain touch of politics about the whole affair,
for the seamen see they have a good chance
of squeezing the Government, on the ground
that surely this politicians who felt such
qualms of conscience about the employment of

Chinese labour in South African mines must
be equally perturbed when they learn that
Chinese are ousting British seamen from
British ships. As a matter of fact, I understand
that most of the men displaced by the Chinese
are not British sailors but Scandinavians and
other foreigners. The seamen are specially
well represented by Mr. Havelock Wilson and
he knows that the Board of Trade sees no
immediate way out of the difficulty of forcing
the law. But he does not intend to show them
any mercy, on that account and he will expect
Mr. Churchill to put his sympathetic utterances
into action, though at present there does not
seem to be any clear line of action in the mind
of the new Member for Dundee. The distur-
bances in connection with Strathness and the
Zambesi are officially declared to be exaggerated,
and assurances have been given that any breach
of the Merchant Shipping Act of 1894 by
Chinese crews or boarding masters, will lead
to proceedings against the culprits.

A shipowner with whom I had some talk
this week denied that the Chinese were brought
to the country, otherwise than for a voyage
here and back, the shipowners being bound to
repatriate them. "They have been enticed out
of the ships by boarding masters, or the captain
or the owners of the ships, not wishing the
vessels to go back to China, have not kept a
very strict eye on their charges. Their wages
are slightly lower, but you have to take more care
of them and so there is no gain. They are per-
fected by some engineers as firemen but as deck
hands they are not quite so much in favour.
They are most sought after in vessels trading
to Australia and to the Pacific coast of America.
English crews very often desert there, whereas
the Chinamen are not allowed ashore. But the
whole thing is much more than nothing."

The Franco-Belgian Exhibition that is to
draw to London the permitting—untold
millions of international visitors, has been
opened, it is true, but I cannot give you any
description of it, because my impression of it is
shaded. We went, some 2,000 of us, to the
opening, when the Prince of Wales was the
principal figure. It was well as it usually is at
such affairs, and we stood at the entrance,
facing great hoardings, waiting for the gates
to open long after the time expected for the
proceedings to begin. Then we scrambled over
paint cans, ladders, heaps of rubbish, ropes ends
and the hundred and one items that go to make
the litter of a builder's yard, from one unfinished
building to another. It was a dismal ceremony
and only the swimmers in the great pool of the
stadium felt at ease. Ladies of high degree
got their feathers spoiled and men with well
known names logged for leggings or anglers' waders
with which to plough through the slush. The
exhibits even now, after four days of lovely
weather and consequent dryness, are only just
being taken from their straw. The Colonial
exhibits must wait to be described till the work-
men have finished their work of clearing the
stool girders in the respectability of plaster and
statuary. But having said all that, it is neces-
sary to give the other side of it. Those of us
who knew the ugly brickfields on which this
"White City" is being built can appreciate the
immense amount of work that has to be done,
and we are very ready to give credit where it is
due. When it is done it certainly will be a
beautiful exhibition, with its white buildings,
noble towers, myriad electric lights, sparkling
fountains and extensive flower beds. Then there
will be bands of music and fun for the million in
the "Flip Flap" and other side shows, and there
is no reason—whether again permitting—why
the enterprises should not be a great success.
Doubtless the Olympic Games will greatly
assist the exhibition, and I know that this side
of the arrangements has been very excellently
organised. The King is yet to visit the Exhi-
bition with President Fallieres and I hear on
good authority that he has sent a very stiff hint
to the management that he expects the most
rapid progress possible to be made with the
work, for he is much displeased with the slow-
ness of the buildings. The Americans
who have been there are well pleased, for they
say that the exhibition will not compare in size
with the Chicago or the Jamestown shows and
after that gratifying thought they are ready to
admit that this undertaking will result in a
very taking "draw" and will in all probability
be a financial success.

OBITUARY.

Two men who have had their share of Far
Eastern life have died this week. One was Mr.
W. Andrew Gulland of Hampshire, formerly
Managing Director of the China Mutual Steam
Navigation Company, who died at Broadstairs.
He has been buried in his native place in
England.

The other was Mr. Ewen Charles Davidson,
formerly of the 1st Highland Light Infantry,
and later of the Federated Malay States Civil
Service, who died of heart failure following an
attack of influenza from which he was trying to
recover at Bexhill.

PROF. PARKER'S WORK.
I have just seen a report as to the working
of the Chinese classes at the Victoria University
in Manchester, and it is a very gratifying docu-
ment. It shows that since the Professorship
of Chinese was established there in 1901 there
has been a steady increase in the number of stu-
dents, and there is ample evidence that the work
done under the direction of Professor Parker
has made life easier for several men from the
north now in the Far East.

TO ADD TO THE CONFUSION.

A correspondent of the "Globe" in Brussels
states that there is a persistent report that the
Bel

4

Banking and Exchange business transacted.
A. KOEHN,
Manager.
* Hongkong 4th December 1907. #24

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
FROM EUROPE.

THE H. A. L. Steamship

"ISTRIA."

Captain Luning, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 7 P.M. Any Cargo impeding fair discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, elated, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 18th June, 1948. 971

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAPURA."

having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 7 P.M. Any Cargo impeding fair discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

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All broken, elated, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

JARDINE, MATHESON & Co.,
Agents,
Hongkong, 18th June, 1948. 974

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, GLASGOW, LIVERPOOL AND STRAITS.

SS. "LOTHIAN."

CONSIGNEES OF Cargo are hereby

informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd July, or they will not be recognized.

All broken, elated, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents,
Hongkong, 22nd June, 1948. 983

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, MIDDLESBOROUGH, LONDON AND PORTS.

THE Steamship

"GLENSTRAE."

having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 7 P.M. Any Cargo impeding fair discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd July, or they will not be recognized.

All broken, elated, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

McGREGOR BROS. & CO.,
Agents,
Hongkong, 22nd June, 1948. 984

S.S. "CALEDONIAN."

COMPAGNIES DES MESSEGERIES MARITIMES

NOTICE.

CONSIGNEES OF Cargo from London ex a.s. "Mistral" and "Dorlogne," from Bordeaux ex a.s. "Ville de Ciel," in connection with the above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 7 P.M. Any Cargo impeding fair discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, elated, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,
Acting Agent,
Hongkong, 22nd June, 1948. 12

NOTICES TO CONSIGNEES

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT."

FROM
TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOVI, AND
MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents,
Hongkong, 18th June, 1948. 8

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLID."
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd July, or they will not be recognized.

All broken, elated, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 23rd June, 1948. 989

MARTIN'S

APIOL & STEEL

APOLADOL PILLS

A French Remedy for All Irritations.

A French Remedy for All Irritations.

A French Remedy for All Irritations.

A French Remedy for All Irritations.

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THE PROJECTED HSINMINTUN-FAKUMEN RAILWAY.

(Continued from page 8)

(b) that as already demonstrated, the proposed line neither will nor can be competitive with or in any way detrimental to the interests of the South Manchuria Railway.

(c) that in a country in the world of similar population and topography, could or would the vested trade interests or sphere of an existing railway system be held to include so extensive an area, as to preclude the construction of other lines, even though competitive (if in the commercial sense (last were possible) outside of a 35 mile limit).

(d) that having in view Article IV of the Treaty of Portsmouth Japan's action in erecting or receiving from China an undertaking such as is alleged, which is diametrically opposed in principle and practice to the pledge she had herself given to the world Powers, must be considered to have been ultra vires and therefore the said undertaking by China to be null and void and of no effect.

Answering these several statements in the order in which they were made it may be said—
Firstly. The omission from paragraph (d) above quoted, of the words "and parallel to" which are conspicuously absent in the original line and bidding for a share of its traffic, is clearly regarded as the right of the Manchuria Railway, that the projected railway would parallel the existing line. The question whether it could be regarded as the same neighbourhood, depends upon many considerations of more importance than mere distance.

Thus a railway, entering a valley undivided by any impassable streams, and already occupied and actually served in all its parts by another line, would, if running parallel with and at a distance of 30 or 40 miles from the original line and bidding for a share of its traffic, be clearly regarded as the right of the Manchuria Railway, that the projected railway would parallel the existing line. The question whether it could be regarded as the same neighbourhood, depends upon many considerations of more importance than mere distance.

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British and Chinese Corporation, Limited, contains the following:

It is further understood that the Chinese Government will not build another line competing with this railway to its detriment. We have already seen the Russo-Chinese Agreement regarding the Shanhaiwan, Yinkow-Hsinmintun and the Cheongching-Taiwan lines, as well as the Anglo-Chinese Shanhai engagement, and it will be sufficient, in concluding this branch of the question, to call attention to the fact that Germany, in virtue of her Kiaochow engagements with China, claims the exclusive right of railway exploitation in the Province of Shantung. It was because of this claim that the construction of the Tientsin-Chinkinghai railway became in part a British and in part a German undertaking.

The last point in the letter of the Chairman of the Northwang Chamber of Commerce, which requires examination, is the statement that the territory to the west of the Liao Ho was, during the Russo-Japanese War, specifically proclaimed by China and officially recognized by the Entente, to be neutral territory, and consequently, even if it be assumed that the undertaking in question was valid, that undertaking could only have had application to the territory which was within the area of hostilities and which furnished the cause of the war and was the subject of the Treaty.

In making that statement, the author of the letter, in his partisan zeal in defence of the interests of Northwang, forgot his history as well as his geography. The region through which the projected line was to run, is in Manchuria, and was as much the cause of the war as the subject of treaty adjustment, as any other portion of the three provinces. Hsinmintun and Fakumen were opened by the Peking Treaty of 1905 and the Hsinmintun Railway was one of the questions disposed of by that Treaty.

China specifically proclaimed that her neutrality extended to those localities occupied by belligerent troops. The region in question was throughout the war, so occupied by one or the other of the belligerents.

Japan officially recognized as neutral Chinese territory not occupied by Russia.

Russia officially declared the following area to be outside the neutral territory:

A portion of the region situated on the right bank of the Liao Ho, the boundaries of which are formed by the Liao Ho, by the railway line to Yinkow, and by the railway line to the Liao Ho, the Liao Ho, (a little south of Hsinmintun) and finally by the said left bank, the Liao Ho, as far as the frontier of Mongolia.

On the ground, therefore, of historical precedents no less than reasonable precaution, the action of the Japanese Government in interposing a veto against the construction of the projected line, cannot in justice be condemned.

The Northwang Chamber of Commerce, as is seen from its resolution, places great reliance on Article IV of the Treaty of Portsmouth. Accordingly, it may be explained that measure which is injurious to one Power cannot fairly be regarded as a general measure "common to all countries."

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SHIPPING.

ARRIVALS.
DRYANHA, British str., 4,785, T. H. Hild, 24th June—Sunderland 10th June, 1908, General—P. & O. S. N. Co.
GWATON, British str., 2,450, G. N. Ramsay, 24th June—Singapore 18th June, General—Chinese.
HAITAN, British str., 1,183, J. S. Roach, 24th June—Fookchow 21st, Amoy 22nd and Swatow 23rd, General—Douglas, Lapraik & Co.
HUPPH, British str., 1,205, G. J. Spink, 4th June—Haiphong 21st and Hoihow 23rd, Rice and General—Butterfield & Swire.
JAGUAR, German gunboat, 900, Graf von Rosdowsky-Wagner, 23rd June—Tsingtau 18th June.
JOHN MARU, Japanese str., 702, H. S. Smith, 24th June—Tamsui via Amoy and Swatow 23rd June, General—Osaka Shosen Kaisha.
KAWACHI MARU, Japanese str., 3,782, H. Petersen, 24th June—London & Singapore 19th June, General—Nippon Yusen Kaisha.
MOETLACK, British str., 1,737, T. W. Batten, 24th June—Fremantle 18th June, Sandalwood—Gibbs & Co.
PALEMO, British str., 4,967, J. B. Fergusson, 24th June—Shanghai 20th June, General—P. & O. S. N. Co.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
 24th June.
Bangkok, German str., for Bangkok.
Devon, British str., for Shanghai.
Palermo, British str., for Singapore.

DEPARTURES.
 24th June.
BENEDI, British str., for Nagasaki.
CHOTANO, British str., for Canton.
FEL, Norwegian str., for Saigon.
GLUNSTRAN, British str., for Shanghai.
HAIRATA MARU, Jap. str., for Kuchino.
HIKOSAN MARU, Jap. str., for Kuchino.
J. DIBBER, German str., for Swatow.
PACIFIC, British str., for Saigon.
PROCTER, British str., for Shanghai.
SHOBU MARU, Japanese str., for Swatow.
TSIMARI, Dutch str., for Swatow.
YOKOHAMA, British str., for Canton.

SHIPPING REPORTS.
 The British str. *Haitan* reports: From Fookchow to Amoy, moderate S.W. wind, smooth sea and fine clear weather. Amoy to Swatow, similar conditions. Swatow to Hongkong, moderate S.W. wind, smooth sea and fine clear weather.

VESSELS IN DOCK.
 June 24th.
ABERDEEN DOCKS.—*Down* Dock—*Sargass*, *Fume*, *Courtfield*, *Sumatra*, *Teinling*, *Typhoon*.
COMMONS DOCKS.—*Childe*.

VESSELS ON THE BERTH.
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 Calling at Port Darwin, and QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship
"ALDENHAM."
 Captain St. John George, will be despatched at 2.15 P.M. today, 25th inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBBS, LIVINGSTON & Co., Agents.
 Hongkong, 10th June, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAITAN."
 Captain Robson, will be despatched for the above Ports TOMORROW, the 26th inst., at 2 P.M.
 For Freight or Passage apply to
DOUGLAS LAPRAIK & Co., General Managers.
 Hongkong, 23rd June, 1908.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
 THROUGH BILL OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"ARCADIA."
 Captain A. L. Valentini, M.B.E., carrying H.B. Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY the 27th June at Noon, taking passengers and cargo for the above port in connection with the Company's S.S. "MOULTAN," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Bill and Valuations, all cargo for France and the Continent (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PENINSULAR," due to London on the 9th August, 1908.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The content and value of all packages are required.
 For further particulars, apply to
F. V. ABBOTT, Acting Superintendent.
 Hongkong, 18th June, 1908.

REGULAR STEAMSHIP SERVICE WITH LIBERTY TO CALL AT MALABAR COAST.
 PROPOSED SAILINGS FROM HONGKONG.
 For NEW YORK.
 S.S. "SAINT GEORGE" ... 8th July.
 For Freight and further information, apply to
DODWELL & CO., LD., Agents.
 Hongkong, 23rd June, 1908.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP via SINGAPORE, &c.	PALEMO	Brit. str.	1	J. B. Fergusson	P. & O. S. N. Co.	About 25th inst.
LONDON &c. via USUAL PORTS OF CALL.	ASACIA	Brit. str.	1	A. L. Valentini	P. & O. S. N. Co.	On 27th inst., at Noon.
LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	1	Malchow	SHAW, TOMES & Co.	About 10th July.
HARVE & HAMBURG via STRAITS, &c.	DORMUND	Ger. str.	k.w.	Luhing	HAMBURG-AMERICA LINE	On 12th July.
HAVRE & HAMBURG via STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Habl	HAMBURG-AMERICA LINE	On 26th July.
HAVRE & HAMBURG via STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Habl	HAMBURG-AMERICA LINE	On 9th August.
MARSEILLES, HAVRE COPENHAGEN, &c.	SIAM	Dan. str.	1	Marin	MELCHERS & Co.	Beginning of July.
MARSEILLES, HAVRE COPENHAGEN, &c.	POLYNESIEN	Fr. str.	1	N. Nielsen	MESSAGERIES MARITIMES	On 7th July, at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WAKACHI MARU	Jap. str.	1	Geo. Anderson	NIPPON YUSEN KAISHA	On 8th July, at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SADO MARU	Jap. str.	1	Geo. Anderson	NIPPON YUSEN KAISHA	On 22nd July, at 1 P.M.
ANTWERP, ROTTERDAM BREMEN & HAMBURG, NAPLES, GENOA, ALGERIA, GIBRALTAR, &c.	BRIGAVIA	Ger. str.	k.w.	Rad. Meyer	HAMBURG-AMERICA LINE	On 23rd inst.
NEW YORK	KIMST	Ger. str.	1	Rad. Meyer	MELCHERS & Co.	On 1st July, at Noon.
BOSTON & NEW YORK	SAINT GEORGE	Brit. str.	1	Rad. Meyer	DODWELL & Co., Ltd.	On 28th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	T. W. Garlick	ARNOLD, KARBURG & Co.	On 4th July, at 4 P.M.
VANCOUVER via SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	J. Ngao	CANADIAN PACIFIC R. Co.	On 11th July, at Noon.
VICTORIA B.C. & TACOMA via JAPAN, &c.	TREMONT	Am. str.	1	T. W. Garlick	DODWELL & Co., Ltd.	On 1st July.
VICTORIA B.C. & TACOMA via JAPAN, &c.	TOSA MARU	Jap. str.	1	K. Kawara	NIPPON YUSEN KAISHA	On 7th July, at 4 P.M.
AUSTRALIAN PORTS via PORT DARWIN	SHINANO MARU	Jap. str.	1 m.	St. John George	GIBBS, LIVINGSTON & Co.	On 21st July, at 4 P.M.
AUSTRALIAN PORTS via MANILA	ALDENHAM	Brit. str.	1 m.	G. W. Eidy	SHAW, TOMES & Co.	Today, at Noon.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	T. Harrison	ROBERTS & SWIRE	On 23rd inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	1	W. von Soden	NIPPON YUSEN KAISHA	On 10th July, at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	1	N. Mathieson	MELCHERS & Co.	On 18th July, at 5 P.M.
VLADIVOSTOCK	KUMANO MARU	Jap. str.	1	W. von Soden	NIPPON YUSEN KAISHA	On 7th Aug., at Noon.
YOKOHAMA AND KOBE	CURONIA	Ger. str.	1	N. Mathieson	MELCHERS & Co.	About 5th July.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Jap. str.	1	H. Peterson	NIPPON YUSEN KAISHA	To-morrow, at Noon.
KOBE AND YOKOHAMA	KUMANO MARU	Jap. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	On 8th July, at Noon.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	1	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	THIBODAN	Dut. str.	1	J. Milliet	BUTTERFIELD & SWIRE	On 25th July.
CHINGWANGTAO, JAPAN, AMERICA, &c.	AMIRAL EXELMANS	Fr. str.	1 m.	Kemie	JARDINE, MATHESON & Co., LD.	On 30th inst., at 4 P.M.
TSINGTAU, CHEFOO & NEWCHANG	NANCHANG	Brit. str.	1	F. Mooney	JARDINE, MATHESON & Co., LD.	On 29th inst., at Noon.
TIENSIN via WEIHAIWEI & CHEFOO	CHIPSING	Brit. str.	1	T. H. Hild, M.B.E.	P. & O. S. N. Co.	About 25th inst.
SHANGHAI	DEWANA	Brit. str.	1	F. Wheeler	P. & O. S. N. Co.	Today, at Noon.
SHANGHAI	KWONGSANG	Brit. str.	1	J. S. Roach	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
SHANGHAI	CHOTANG	Brit. str.	1	A. Campbell	JARDINE, MATHESON & Co., LD.	On 27th inst., at Noon.
SHANGHAI via SWATOW, AMOY & FOCHOW	WOSANG	Brit. str.	1	T. Sarung	OSAKA SHOSHEN KAISHA	On 1st July, at 9 A.M.
SHANGHAI YOKOHAMA & KOBE	CHOSHI MARU	Jap. str.	1	H. Pybus	MELCHERS & Co.	End of June.
SHANGHAI YOKOHAMA & KOBE	PEYTONIA	Ger. str.	k.w.	Habl	HAMBURG-AMERICA LINE	On 30th inst.
SHANGHAI YOKOHAMA & KOBE	SAIONA	Ger. str.	k.w.	F. v. Binstor	MELCHERS & Co.	On 1st July.
SHANGHAI YOKOHAMA & KOBE	PRINZ LUDWIG	Ger. str.	1	F. J. Fox	MELCHERS & Co.	About 1st July.
SHANGHAI YOKOHAMA & KOBE	NUSIA	Brit. str.	1	Lacolin	P. & O. S. N. Co.	On 6th July, P.M.
SHANGHAI YOKOHAMA & KOBE	TOURANE	Fr. str.	1	Bradley	MESSAGERIES MARITIMES	On 15th July, at Noon.
SHANGHAI YOKOHAMA & KOBE	WAKACHI MARU	Jap. str.	1	de Brouwer	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
SHANGHAI YOKOHAMA & KOBE	KUTSANG	Brit. str.	1	J. H. Brown	JARDINE, MATHESON & Co., LD.	On 27th inst., at 4 P.M.
SHANGHAI YOKOHAMA & KOBE	YIMARI	Dut. str.	1 m.	T. H. Smith	OSAKA SHOSHEN KAISHA	On 28th inst., at 9 A.M.
SHANGHAI YOKOHAMA & KOBE	YIMARI	Brit. str.	1 m.	H. S. Smith	DOUGLAS LAPRAIK & Co.	To-morrow, at 2 P.M.
SHANGHAI YOKOHAMA & KOBE	YIMARI	Brit. str.	1 m.	Spink	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
SHANGHAI YOKOHAMA & KOBE	YIMARI	Brit. str.	1 m.	T. Meyrick	JARDINE, MATHESON & Co., LD.	To-morrow, at 4 P.M.
SHANGHAI YOKOHAMA & KOBE	YIMARI	Brit. str.	1 m.	Roiger	SHAW, TOMES & Co.	On 27th inst., at Noon.
SHANGHAI YOKOHAMA & KOBE	YIMARI	Brit. str.	1 m.	W. Outerbridge	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
SHANGHAI YOKOHAMA & KOBE	YIMARI	Brit. str.	1 m.	S. J. Payne	JARDINE, MATHESON & Co., LD.	On 3rd July, at 4 P.M.
SHANGHAI YOKOHAMA & KOBE	YIMARI	Brit. str.	1 m.	H. Almond	SHAW, TOMES & Co.	On 4th July, at Noon.
SHANGHAI YOKOHAMA & KOBE	YIMARI	Brit. str.	1 m.	F. Sombill	MELCHERS & Co.	About End of June.
SHANGHAI YOKOHAMA & KOBE	YIMARI	Brit. str.	1 m.	A. Mocker	NIPPON YUSEN KAISHA	On 1st July.
SHANGHAI YOKOHAMA & KOBE	YIMARI	Brit. str.	1 m.	E. J. Bull	JARDINE, MATHESON & Co., LD.	On 27th inst., at Noon.
SHANGHAI YOKOHAMA & KOBE	YIMARI	Brit. str.	1 m.	S. Atami	JARDINE, MATHESON & Co., LD.	On 30th inst., at Noon.
SHANGHAI YOKOHAMA & KOBE	YIMARI	Brit. str.	1 m.	P. J. van Emmerick	OSAKA SHOSHEN KAISHA	About 27th inst.
SHANGHAI YOKOHAMA & KOBE	YIMARI	Brit. str.	1 m.		JAVA-CHINA-JAPAN LINE	

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

DESTINATIONS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, P. & O. S. N. Co.	WEDNESDAY, 8th July, at Daylight.
PORE, PENANG, SINGAPORE, COLOMBO, and PORT SAID, P. & O. S. N. Co.	WEDNESDAY, 22nd July, at Daylight.
VICTORIA, B.C. and TACOMA, via JAPAN, &c.	TUESDAY, 7th July, at 4 P.M.
SEATTLE, WASH., and SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU, and YOKOHAMA, Nippon Yusen Kaisha.	TUESDAY, 21st July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY, 10th July, at Noon.	FRIDAY, 10th July, at Noon.
ISLAND, TOWNSVILLE, and BRISBANE, via MANILA, THURSDAY, 10th July, at Noon.	FRIDAY, 7th August, at Noon.
KOBE and YOKOHAMA, via MANILA, THURSDAY, 10th July, at Noon.	FRIDAY, 26th June, at Noon.
BOMBAY via SINGAPORE, COLOMBO, and SHANGHAI, MOJI, KOBE, and YOKOHAMA, via MANILA, THURSDAY, 10th July, at Noon.	WEDNESDAY, 1st July, at Noon.
SHANGHAI, MOJI, KOBE, and YOKOHAMA, via MANILA, THURSDAY, 10th July, at Noon.	MONDAY, 6th July, at Noon.
NAGASAKI, KOBE, and YOKOHAMA, via MANILA, THURSDAY, 10th July, at Noon.	WEDNESDAY, 8th July, at Noon.

* Calling at Keelung.

† Fitted with Marconi's System of Wireless Telegraphy.

† Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Cluster Road.

T. KUSUMOTO,
 MANAGER. 358
 Hongkong, 25th June, 1908.

EAST ASIATIC CO., LD.,
 COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
 ST. PETERSBURG & VLADIVOSTOCK.
SWEDISH EAST ASIATIC CO., LD.
 GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"PETRONIA"	End of June.
MARSEILLES, HAVRE, & COPENHAGEN	"SIAM"	Beginning of July.
VLADIVOSTOCK	"CURONIA"	About 5th July.

For Further Particulars, apply to
MELCHERS & CO., AGENTS.
 Hongkong, 5th June, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 1st July.
SUVERIC	6,282	W. Skelton	On 23rd July.
KUMERIC	6,282	Cowley	On 18th August.
SHAWMUT	9,606	E. V. Roberts	On 12th September.

† Storage Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 10th June, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 6th July, P.M.
MARSEILLE & VIA PORTS	"POLYNESIEN"	On 7th July, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIG"	On 20th July, P.M.
MARSEILLE & VIA PORTS	"CALEDONNIEN"	On 21st July, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27th 10s. up to 27th 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
 Queen's Building.
 Hongkong, 24th June, 1908.

VESSELS ON THE BERTH.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship

"OCEANO."

will be despatched for the above Ports on SUNDAY, the 28th June.

For Freight apply to

ARNOLD KARBURG & Co., Agents.
 Hongkong, 24th June, 1908. 893

"SHIRE" LINE OF STEAMERS, LD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE"

Will be despatched for the above Ports on or about the 10th July, 1908.

For Freight or Passage, apply to

SHAW, TOMES & Co., Agents.
 Hongkong, 22nd June, 1908. 892

SHIPPING IN PORT.

STEAMERS.

ALDENHAM, British str., 3,808, St. John George, 22nd June—Japan 10th June, General—Gibbs, Livingston & Co.

AMERICA, Japanese str., 3,460, W. E. Fisher, 17th June—San Francisco 19th June, General—Osaka Shosen Kaisha.

BANGKOK, German str., 1,242, F. Nicolaisen, 17th June—Bangkok 10th June, Rice and Meal—Butterfield & Swire.

BOENKO, German str., 1,242, F. Sombill, 22nd June—Saidaiha 17th June, General—Mitsui Bussan Kaisha.

CHANGSHA, British str., 2,900, G. W. Eidy, 23rd June—Shanghai 19th June, General—Butterfield & Swire.

CHOTANO, British str., 1,242, A. E. Sandback, 23rd June—Shanghai 19th June, General—Butterfield & Swire.

COURTIER, British str., 1,242, J. W. Wiseman, 25th May—Moji 20th May, Coal—Mitsui Bussan Kaisha.

DEWENT, British str., 1,242, J. Jenkins, 22nd June—Saigon 18th June, Rice—China.

FOOKANG, British str., 1,242, T. A. Mitchell, 19th June—Moji 14th June, General—Jardine, Matheson & Co.

FUKUSHI MARU, Japanese str., 1,090, T. Ito, 20th June—Swatow 19th June, General—Osaka Shosen Kaisha.

KIANGCHING, Chinese str., 1,002, Bressander, 3rd June—Shanghai 30th June, General—China.

KUMANG, British str., 2,077, E. J. Buller, 22nd June—Calcutta and Singapore 16th June, General—Jardine, Matheson & Co.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO, PORT SAID AND MARSEILLES	PALERMO..... Capt. J. B. Ferguson	About 23rd June	Freight only.
SHANGHAI	DEVANHA..... Capt. T. H. Hild, R.N.R.	About 25th June	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ARADIA..... Capt. A. L. Valentin	Noon, 27th June	See Special Advertisement.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NUBIA..... Capt. F. J. Fox	About 4th July	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 20th June, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO AND SHANGHAI MANILA ZAMBOANGA, THUR- DAY ISLAND, COOKTOWN, CAIENS, POWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE AND PERTH	"YOHOW"..... "CHANGSHA".....	On 27th June, 4 P.M. On 27th June, 4 P.M.
HONGKONG AND HAIPHONG TSINGTAU, CHEFOO & NEWCHANG MANILA	"HUPEH"..... "NANCHANG"..... "TEAN".....	On 27th June, 4 P.M. On 30th June, 4 P.M. On 30th June, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accom-
modation with Electric Light throughout and Electric Fans in the Staterooms and Dining
Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-
out and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked
through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo
on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES SINGLE AND RETURN TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

Hongkong, 25th June, 1908.

AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWOONGSANG".....	Thursday, 25th June, Noon.
SHANGHAI	"CHOWANG".....	Friday, 26th June, Noon.
MANILA	"YUENANG".....	Friday, 26th June, 4 P.M.
SHANGHAI	"WOSANG".....	Saturday, 27th June, Noon.
SINGAPORE, PENANG & CALUTTA	"FOOKSANG".....	Saturday, 27th June, Noon.
TIENTSIN VIA WEIHAWEI	"CHIPSANG".....	Monday, 29th June, Noon.
SINGAPORE, PENANG & CALUTTA	"KUMSANG".....	Tuesday, 30th June, Noon.
MANILA	"LOONGSANG".....	Friday, 3rd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG".....	Wednesday, 15th July, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NANCHANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing
stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted through-
out with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin
and Newchang.

Telephone No. 61

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Hongkong, 25th June, 1908.

GENERAL MANAGERS.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA AND PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levant, Black Sea and Baltic Ports,
and all North and South American Ports,
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA.....	FOR ANTWERP, ROTTERDAM, BREMEN & HAMBURG: S.S. BRISGAVIA.....
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA.....	FOR HAVRE & HAMBURG: S.S. DORTMUND.....
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA.....	S.S. ISTRIA.....
	S.S. SAXONIA.....

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 24th June, 1908.

Hongkong Office.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR"..... Capt. W. V. SENIEN	About Friday, 26th June.
KUDAT & SANDAKAN	"BORNEO"..... Capt. F. SEMRIL	End of June.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST"..... Capt. RUD. MEYER	Wed. day, 1st July, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ LUDWIG"..... Capt. F. V. SENZER	About Wed. day, 1st July.
MANILA, NEWGUINEA, BMS, BANYE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"..... Capt. W. V. SENIEN	Thursday, 16th July, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHRS & CO.,

Hongkong, 20th June, 1908.

GENERAL AGENTS, HONGKONG & CHINA.

CHARGEURS REUNIS,

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL AROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo,
Singapore, Hongkong, Chinwangtao, (Peking Tientsin), Kobe, Yokohama,
GAMCO to HONGKONG in 30 DAYS.
NAPLES to HONGKONG in 23 DAYS.
Unique Opportunity to make a Tour in North China and Japan with Great Speed,
Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.), Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland
Passengers to Overland and Europe } via Vancouver
YOKOHAMA to VANCOUVER 13 DAYS
YOKOHAMA to LONDON and PARIS 26 DAYS

HOMeward via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

AMIRAL EXELMANS 25th July	MALTE	12th Oct.
OUESSANT	CHILAN	26th Nov.
	CORSE	11th Jan. 09

† No Passengers. † Intermediate Class and Rates of Passage.

— New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly
equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon staterooms. Electric Light, Perfect
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 27th June, Noon.
RUBI	2540	R. W. Almond	Manila	On 4th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 22nd June, 1908.

14

CANADIAN PACIFIC RAILWAY

COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULED SERVICE OF 12 days
Across the Pacific to the "EMPERESS LINE." Sailing 5 to 10 days' Ocean Travel.
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

R.M.S.	TONS.	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN" 6,000	...	SATURDAY, 4th July	25th July
"MONTEAGLE" 6,000	...	SATURDAY, 11th July	4th Aug.
"EMPERESS OF CHINA" 6,000	...	SATURDAY, 25th July	15th Aug.
"GLENFARG" 3,700	...	SATURDAY, 8th Aug.	8th Sept.
"LENNOX" 3,700	...	WEDNESDAY, 9th Sept.	8th Oct.
"EMPERESS OF INDIA" 6,000	...	THURSDAY, 24th Sept.	12th Oct.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships,
14,500 tons register, thus providing a comfortable and speedy through route to Europe.
Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 27/10
Intermediate or Steamer " " " 240, " " 242.
and 1st Class Railways, " " " 240, " " 242.

First Class Rate to London includes cost of Meals and Berth in Sleeping Car while crossing
the American Continent by Canadian, Pacific direct Line.
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates
affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.A.	LEAVING
ANPING (Direct) ...	"FUKUSHU MARU"..... Capt. T. Ito	FRIDAY, 26th June, at 4 P.M.
TAMUI VIA SWATOW & AMOY	"JOSHIN MARU"..... Capt. H. S. SMITH	SUNDAY, 28th June, at 9 A.M.
SOURABAYA (Direct) ...	"SHIBETORO MARU"..... Capt. S. ARSUMI	MONDAY, 29th June, at Noon.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"CHOSHUN MARU"..... Capt. T. SUGIWA	WED. DAY, 1st July, at 9 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers
and are fitted throughout with electric light. First-class Cabins Ample, Unrivaled Table.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office,
Second Floor, No. 1, Queen's Buildings.

Hongkong, 25th June, 1908.

T. ARIMA, Manager.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, & C.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
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16, DES VUEUX ROAD,
HONGKONG.

Japan Office:—

14, WATER STREET,
YOKOHAMA.

THE DIRECTORY AND CHRONICLE

FOR
CHINA, JAPAN, COREA, INDO-CHINA
SIAM STRAITS SETTLEMENTS,
MALAY STATES, NETHERLANDS
INDIA, PHILIPPINES,
BORNEO, & C.
WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY
AND THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1908.
THE FORTY-SIXTH ANNUAL ISSUE

The DIRECTORY covers the whole of the
ports and cities of the Far East, from Nether-
lands India to Siberia, in which Europeans reside.
Not only is the Directory as full and complete
in each case as it can be made, but each Colony,
Port, or Settlement is prefaced by a DESCRIPTION,
carefully revised each year, most of
which will serve as accurate GUIDES FOR THE
TOURIST, giving every detail in connection with
the place, their History, Topography, & C.
The information in these Descriptions, con-
sisting of a hundred interesting articles, packed
with facts concisely set out, and containing
statistics of the TRADE of each Country and
Port, would alone suffice to fill a large volume.
Royal Octavo—Complete with Fifteen Maps,
and Plans, pp. 1,720, \$10.00. Directory only
pp. 1,300, \$6.00.

The Descriptions and Descriptions are of

CHINA	CHINA	CHINA
Peking	Nanking	Canton
Tientsin	Wanchow	Whampoa
Yokohama	Kowloon	Kowloon
Shanghai	Swatow	Lappa
Amoy	Yuehchow	Samshui
Shanghai	Shanghai	Kongmoon
Shanghai	Shanghai	Nanning
Shanghai	Shanghai	Wuchow
Shanghai	Shanghai	Kwangchow
Shanghai	Shanghai	Pakhoi
Shanghai	Shanghai	Hoihow
Shanghai	Shanghai	Lungchow
Shanghai	Shanghai	Mingao
Shanghai	Shanghai	Hokow
Shanghai	Shanghai	Siam

JAPAN AND FORMOSA

Tokyo	Osaka	Keelung
Yokohama	Moji	Tainanfu
Yokohama	Nagasaki	Takow
Kobe	Hakodate	Anping
Shimonoseki	Tsushima	

EASTERN SIBERIA

Vladivostok	Nicojewsk	
Seoul	Wonsan	Malpo
Chernulpo	Fusan	Chinnampo
Kumgang	Pingyang	Soangchi
	Massampo	

HONGKONG AND ITS DEPENDENCIES

MACAO

FRENCH INDO-CHINA:

Hanoi	Annam	Tourane
Haiphong	Hue	Saigon
Tonkin Provinces	Quinhon	Cambodge
	PHILIPPINES	
	Iloilo	Cebu
	BORNEO	
	Labuan	British N. Borneo

Straits Settlements

Singapore, Penang, Malacca, Prov. Wellesley

MALAY STATES

Johore, Sungei Ujong, Selangor

Pahang, Kelantan, Perak

Netherlands India

Batavia, Samarang, Padang

Buitenzorg, Sourabaya, Macassar

East Coast of Sumatra

Navy Squads

British, German, Russian

French, Japanese, United States

OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type specially
reserved for the purpose, and uniformity in every
arrangement greatly facilitates reference.
A new feature in the 1908 Edition will be
CLASSIFIED LISTS OF TRADES and
PROFESSIONS, at Shanghai, Hongkong
and Singapore.

The

ALPHABETICAL LIST of RESIDENTS

contains the names of over

20,000 FOREIGNERS.

carefully arranged, with the Initials as well as
the Surnames in strictly Alphabetical Order,
so that any name can be found instantly.

The PROTESTANT MISSIONARIES,

IN CHINA, JAPAN AND COREA are

arranged in a special separate list.

THE MAPS AND PLANS.

have been engraved by one of the most eminent
Firms in Great Britain and are corrected and
brought up to date. They consist this year of
fourteen of the following:—

- COLORS PLATE OF FLAG OF FOREIGN HONGS
- MAP OF THE FAR EAST
- PLAN OF YOKOHAMA
- PLAN OF KOBE AND HYOGO
- PLAN OF FORTRESS SETTLEMENTS, TIENTSIN
- PLAN OF TSINGTAU (KIAOCHAO)
- PLAN OF FOREIGN CONCESSION, SHANGHAI
- PLAN OF HONGKONG (SHANGHAI) with Inset
- Showing the EXTENDED SETTLEMENT
- LARGE PLAN OF THE CITY OF VICTORIA
- PLAN OF THE PEAK
- PLAN OF NEW TERRITORY (KOWLOON)
- PLAN OF KOWLOON
- PLAN OF MANILA
- PLAN OF SAIGON
- PLAN OF SINGAPORE
- PLAN OF BATAVIA

The CHRONICLE covers the notable events of
the last half century in the Far East together
with the Texts of all the most important Treaties
concluded with the countries of Eastern Asia
the various Customs Tariffs, Trade Regulations
Chambers of Commerce, Seals of Commissions,
Consular and Court Fees, Hongkong Stamp
Duties, Postal Guide, Signal Codes, Chinese
Festivals, Tables of Money, Weights and
Measure, and other Commercial Information
including:—

TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin,
1858; Tariff Agreement and Rules, 1859;
Convention, 1860; Rules for Joint Investiga-
tion of Customs Statistics, 1860; Chefoo,
1876, with Additional Article; Opium Con-
vention, 1886; Chungking Convention, 1891;
Tibet Sikkim Convention, 1890; Burma
Convention, 1897; Kowloon Extension, 1898;
Wellaioi 1898; Convention, Commercial,
Shanghai, 1902; Emigration Convention,
1904.

Tientsin, 1858; Convention, 1860;
Tientsin, 1858; Convention, 1860, 1867, and
1896; Frontier Trade Regulations.
United States—Tientsin, 1858; Additional
1868; Peking, 1880; Immigration, 1894;
Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880;
Kiaochow Convention, 1898; Railway and
Mining Concession, 1898.

Japan—Shimonoseki, 1855; Liaotung Con-
vention, 1895; Commercial, 1896; New Ports
1896. Supplementary Commercial, 1903

Russian—St. Petersburg, 1881; Russian Land
Trade, 1881.
Portugal, 1888; Commercial Treaty, 1884.
Finland, 1890; made between China and
Eleven Powers, 1901.

TREATIES WITH JAPAN
Great Britain, 1854; Dulles Convention 1875
Russia, Agreements as to Corea; United
States, Extraterritorial Treaty, 1868; (Great
Britain (Alliance) 1903; Russia, (Peace
Treaty) 1905.

TREATIES WITH COREA
Japan, 1876; Japan Supplementary, 1876
Japan, 1905. United States, 1892; Great
Britain, 1895.

TREATIES WITH SIAM
Great Britain, 1856 and 1893; France, 1893
and 1904; Japan, 1893; Russia, 1893.
Great Britain and France, Siam Frontier.
Great Britain and Russia, Railway Convention
1899.

CUSTOMS TARIFFS
TRADE REGULATIONS
LEGAL DOCUMENTS
Orders in Council for Government of H.B.M. in
Subjects in China and Corea, and in Siam.
Rules of H.B.M.'s Supreme and other Courts
in China, & C.; Tables of Court and Consular
Fees; Charter of the Colony of Hong-
kong; Malay States Federation Agreement
Table of Hongkong Court Fees; Admini-
strative Rules, Foreign Jurisdiction Act; Regu-
lations for the Consular Courts of United
States; United States Consular and Court
Fees; Rules of Court of Consuls of Shanghai
Chinese Passenger Act; Hongkong Licence
Trade Marks, and Letters Patent Fees; Port
Regulations for China; Harbour Regulations
for Japan.

